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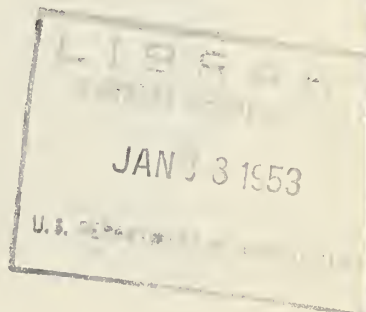
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FARM CREDIT ADMINISTRATION
UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C.

MOTORTRUCK INVENTORY
OF
FARMER COOPERATIVES
MARCH 31, 1951

By
ROBERT J. BYRNE
and
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COOPERATIVE RESEARCH AND SERVICE DIVISION
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UNITED STATES DEPARTMENT OF AGRICULTURE
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The Cooperative Research and Service Division conducts research studies and service activities relating to problems of management, organization, policies, merchandising, sales, costs, competition, and membership arising in connection with the cooperative marketing of agricultural products and the cooperative purchase of farm supplies and services; publishes the results of such studies; confers and advises with officials of farmers' cooperative associations; and cooperates with educational agencies, cooperative associations, and others in the dissemination of information relating to cooperative principles and practices.

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SUMMARY

This report gives the results of a survey on the number, types, and distribution of motortrucks owned or leased by farmer marketing and purchasing cooperatives in the United States.

Approximately 50 percent of the 10,035 associations on record in the Cooperative Research and Service Division of the Farm Credit Administration replied to the questionnaire.

An estimated 28,000 trucks were owned or leased by farmer cooperatives in the United States on March 31, 1951. The North Central Region, with 60 percent of the cooperative associations had over half of the estimated total trucks.

The average number of trucks for an association, based on the estimated total trucks, varied from a high of seven trucks per association in the South Atlantic Region to a low of one truck to an association in the South Central Region. The over-all average for the United States was about three trucks for each association.

Almost half of the respondents reported no trucks owned or leased. Of those reporting trucks, over half reported only one or two trucks. Only three percent of the cooperatives reported fleets of 21 or more trucks.

Seventy-one percent of the total trucks reported were straight trucks other than trucks with tank bodies or truck-tractors. Twenty-one percent were straight trucks with tank bodies and the remaining eight percent were truck-tractors.

Purchasing cooperatives reported the greatest percentage of straight tank trucks with 38 percent of the total being this type. Cotton cooperatives reported the highest percentage of truck-tractors. Twenty-nine percent of all their trucks were of this type.

Over half of the total trucks reported had a manufacturers' rated capacity of 1 1/2 tons or less. Only five percent had a capacity of five tons or more. The most popular sized straight truck, not counting those with tank bodies, had a 1 1/2-ton capacity.

Two percent of the trucks reported had mechanically refrigerated units and only one percent was diesel powered.

Ten percent of the respondents reported trailers and semitrailers owned or leased. Over two-thirds of these reported only one or two units. There was an average of 12 trailers and semitrailers for every 100 trucks reported owned or leased by cooperatives in the United States.

Forty-six percent of the total trucks reported were owned or leased by cooperatives doing a \$1/2 million to \$5 million business annually.

The next largest percentage, 21 percent, was reported by cooperatives doing a volume of business under \$1/2 million annually.

Thirty-five percent of the truck-tractors were reported by the large associations with an annual business of above \$20 million.

There appeared to be a relationship between the size of the cooperative and the number of trucks owned or leased. The average number of trucks to an association for all types of cooperatives was one truck for those associations doing business of less than \$1/2 million annually and 61 trucks per association for those with an annual volume of \$20 million or over.

Only 17 percent of the respondents reported "over the road" trucking operations which was defined in the questionnaire as: "hauls other than local pick-up and delivery and movements from fields to local concentration points." Five percent reported their operations to be 75 to 100 percent "over the road."

MOTORTRUCK INVENTORY OF FARMER COOPERATIVES

March 31, 1951

By
Robert J. Byrne and Leonard N. Conyers
Agricultural Economists

Use of motortrucks serving agriculture has risen over 60 percent in the past 10 years. There are 17 trucks serving agriculture now to every one in 1920. Out of a total of nine million motortrucks registered in the United States in 1951, about three million trucks were owned by farmers and about 1.2 million others were used principally in hauling agricultural and related products.¹ This total of 4.2 million trucks, almost half of those registered, demonstrates agriculture's stake in motortruck transportation.

Defense activities have greatly emphasized the need for information on the transportation of agricultural commodities and farm production supplies by motortruck. A preliminary survey, made during the current defense period, gave basic data on the number and types of motortrucks owned or leased by farmer cooperatives. The survey was made by the Farm Credit Administration in cooperation with the Bureau of Agricultural Economics in response to Transportation Advisory Committee recommendations to the Agricultural Research Administration, as the initial phase of a study of motortruck operating costs. It was made possible through funds authorized by the Agricultural Marketing Act of 1946, (RMA II).

While the survey was limited to farmer cooperatives, the findings should be indicative of trucking operations of other agricultural marketing and farm supply organizations. Results presented in this report show number and types of trucks owned or leased by cooperatives according to size and type of association. Additional information is given on specialized hauling equipment and type of motortruck operation.

METHOD OF SURVEY

The survey on motor vehicle freight operations of farmer cooperatives was conducted by a questionnaire sent, together with an explanatory letter, to all farmer marketing and purchasing cooperatives known to the Cooperative Research and Service Division of the Farm Credit Administration. A copy of the questionnaire is shown in appendix B.

¹Estimated by the Bureau of Agricultural Economics, as of November 1951.

Note: Appreciation is expressed to Donald E. Church and Ezekiel Limmer, Bureau of Agricultural Economics, for their assistance in planning the survey, framing the questionnaire, and developing coding and tabulating methods; to Linden H. Martin and Ida C. Furey for their assistance in coding and compiling the statistical data; and to Nancy G. Chisholm for typing the manuscript.

The estimated number of cooperative associations in the United States, number and percentage reporting, number and percentage reporting trucks by States and regions, March 31, 1951, are given in appendix table 1. There were 4,987 usable questionnaires returned which represent about 50 percent of the 10,035 farmer marketing and purchasing cooperatives in the United States.² Of these, 2,716 associations or 54 percent reported trucks.

The returns by regions varied from a low of 33 percent in the North Atlantic Region to a high of 58 percent in the Pacific Region. The percentage of associations reporting trucks shows a relatively narrow range among the six regions, varying from a low of 43 percent in the North Atlantic Region to a high of 65 percent in the Mountain Region.

TRUCKS OWNED OR LEASED³

Figure 1 shows how many of the estimated 28,000 motortrucks owned or leased by the 10,035 farmer cooperatives were located in each region of the United States on March 31, 1951. The regional distribution varied from a high of 14,300 trucks in the North Central Region to a low of 1,200 trucks in the Mountain Region.

Table 1. - *Total associations, estimated number of motortrucks, and average trucks per association, by regions, March 31, 1951*

Region	Total associations ¹	Estimated number of trucks	Average trucks per association ²
North Atlantic-----	779	3,700	5
North Central-----	6,026	14,300	2
South Atlantic-----	498	3,500	7
South Central-----	1,321	1,700	1
Mountain-----	569	1,200	2
Pacific-----	842	3,600	4
United States---	10,035	28,000	3

¹From data compiled annually by the Cooperative Research and Service Division, Farm Credit Administration.

²Average rounded to nearest whole number.

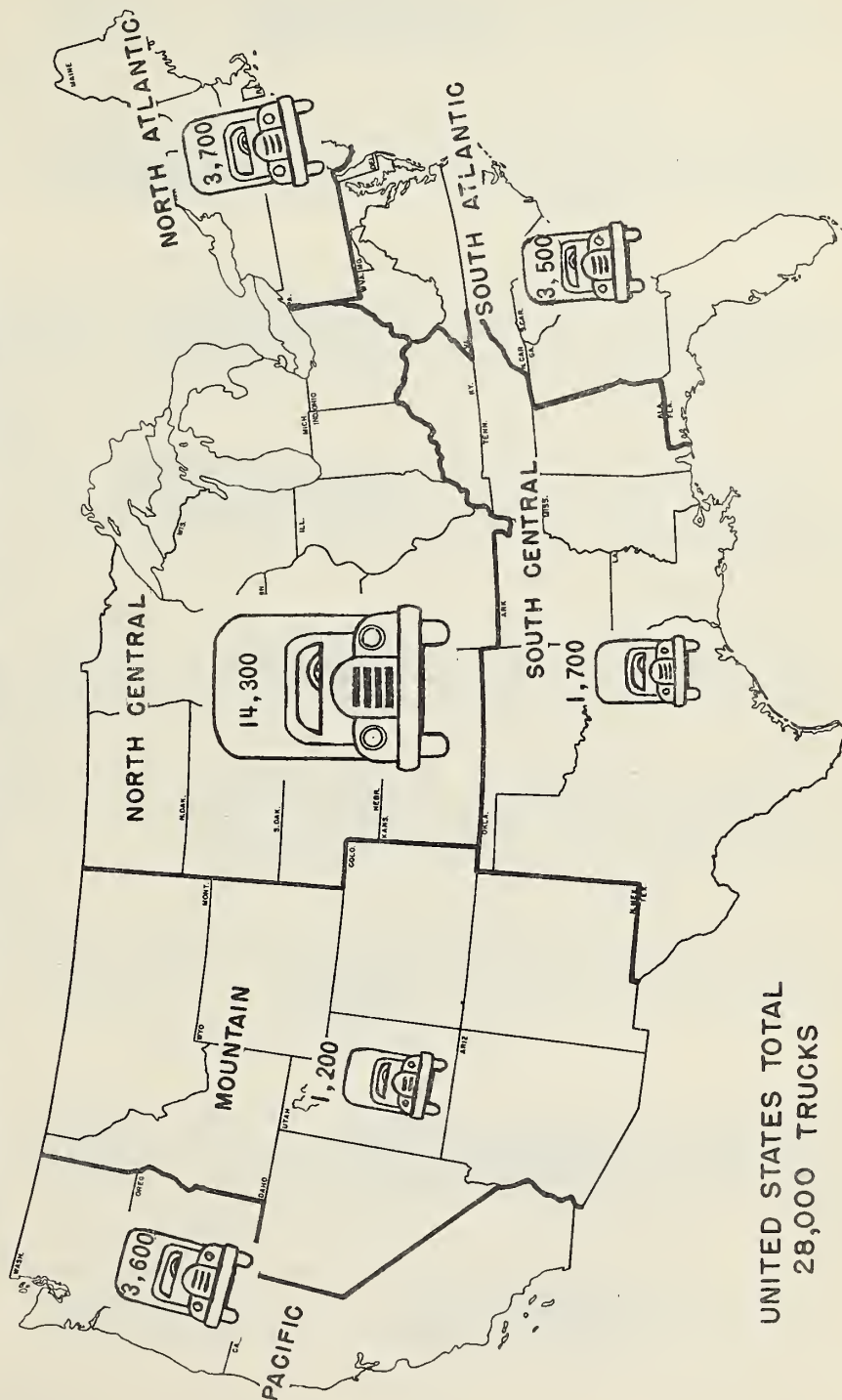
The North Central Region with 60 percent of the cooperative associations in the United States owned or leased over half of the estimated trucks (table 1). The average number of trucks per association, based on this estimate, varied from a high of seven in the South Atlantic Region to a low of one truck per association in the South Central Region. The estimated average for the United States was about three trucks to an association.

²Approximately 9,500 questionnaires were mailed. The questionnaires for large regional, centralized or federated types of cooperatives, were mailed to the overhead association which in turn answered for its member or affiliated local associations. In some cases the overhead association reported for as many as 200 or more local associations. No follow-up reminders or questionnaires were mailed to cooperatives that did not reply.

³The term "trucks," as used in this report, refers only to power units.

FIGURE 1

ESTIMATED NUMBER OF MOTORTRUCKS OWNED OR LEASED BY FARMER COOPERATIVES IN THE UNITED STATES, BY REGIONS, MARCH 31, 1951



UNITED STATES TOTAL
28,000 TRUCKS

The estimated number of trucks owned or leased by cooperatives was based on the 50 percent replying to the questionnaire. As the data showed a direct relationship between the number of trucks per association and the dollar volume of business for each association, this was used as a basis for making the estimate. The cooperatives replying were placed in five separate dollar volume categories and were further broken down by type of cooperative and by region. The average number of trucks per association was then determined for each category. This average was then projected to apply to all cooperatives in a category to estimate the total number of trucks owned or leased by all 10,035 marketing and purchasing cooperatives.

NUMBER OF TRUCKS PER COOPERATIVE

Fifty-four percent of the 4,987 cooperatives replying to the questionnaire reported they owned or leased trucks as of March 31, 1951 (figure 2). Twenty-eight percent reported they owned or leased one or two trucks. Seventeen percent reported fleets of three to seven trucks and the remaining nine percent reported fleets of eight or more trucks.

The percentage of cooperatives reporting at least one truck owned or leased varied from a low of 22 percent for livestock and wool cooperatives to a high of 76 and 75 percent for poultry and purchasing cooperatives respectively.

Feed and other poultry supplies distributed by poultry cooperatives and all types of farm supplies distributed by purchasing cooperatives contribute to the greater use and ownership of trucks by both types of organizations. The type of service rendered by them necessitates the use of their own equipment for greater flexibility in delivering farm supplies to members.

The most usual number of trucks owned or leased by all types of cooperatives, was one or two. The greatest percentage of fleets of eight or more trucks was reported by fruit and vegetable, and poultry cooperatives.

TYPES AND SIZES OF TRUCKS

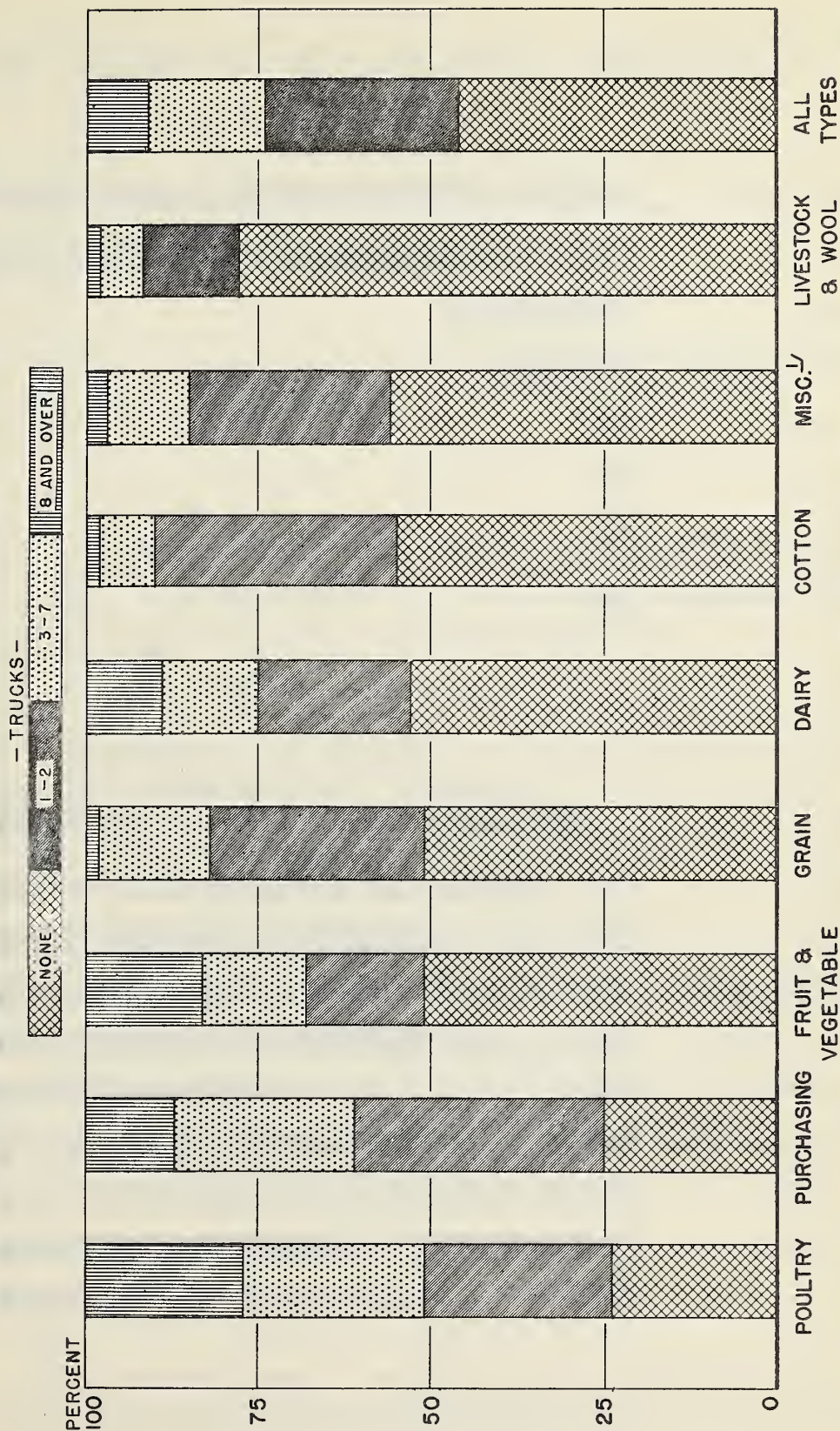
Information on the types of trucks owned or leased by cooperatives on March 31, 1951, was obtained on the following three breakdowns of power units -- truck-tractors, straight trucks with tank bodies, and straight trucks with other bodies. The size of equipment was based on manufacturers' rated capacity broken into four size categories for tank trucks and truck-tractors and into six size categories for other trucks.

TYPES OF TRUCKS

The percentage of motortrucks owned or leased by type of cooperative and type of truck is shown in figure 3. Purchasing and dairy cooperatives accounted for almost three-fourths of the trucks reported. Straight trucks other than those with tank bodies made up seventy-one percent of the trucks reported by all cooperatives.

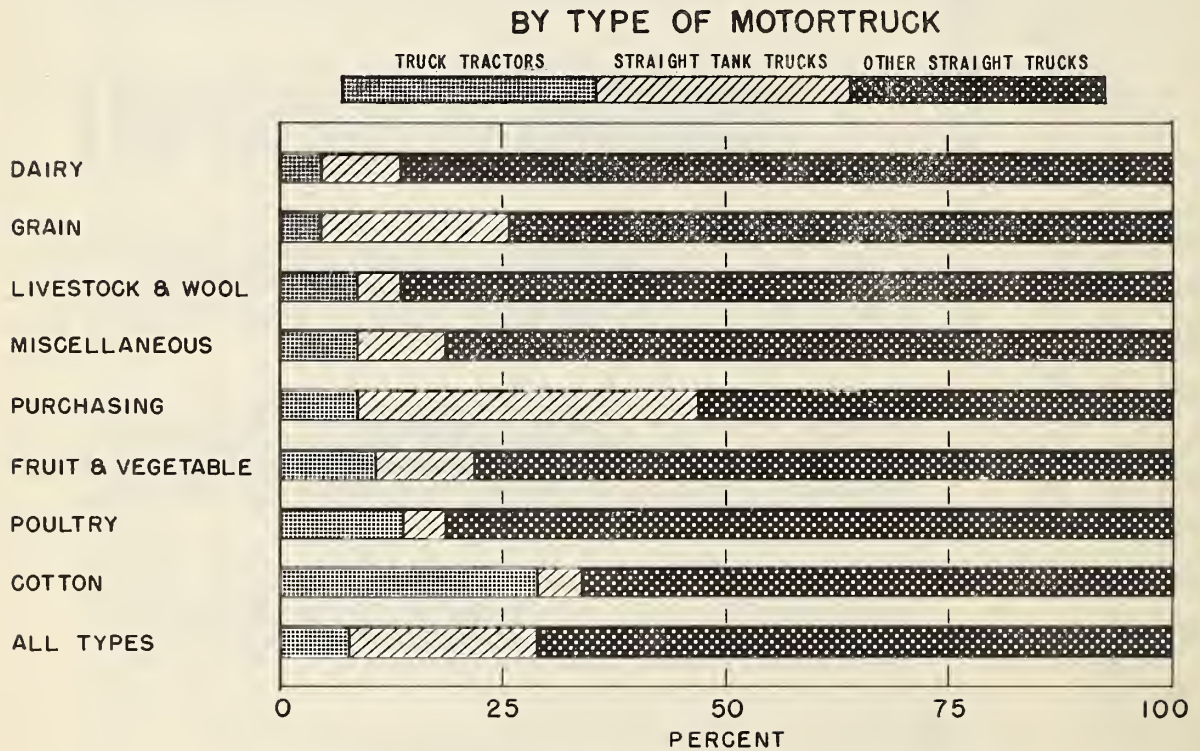
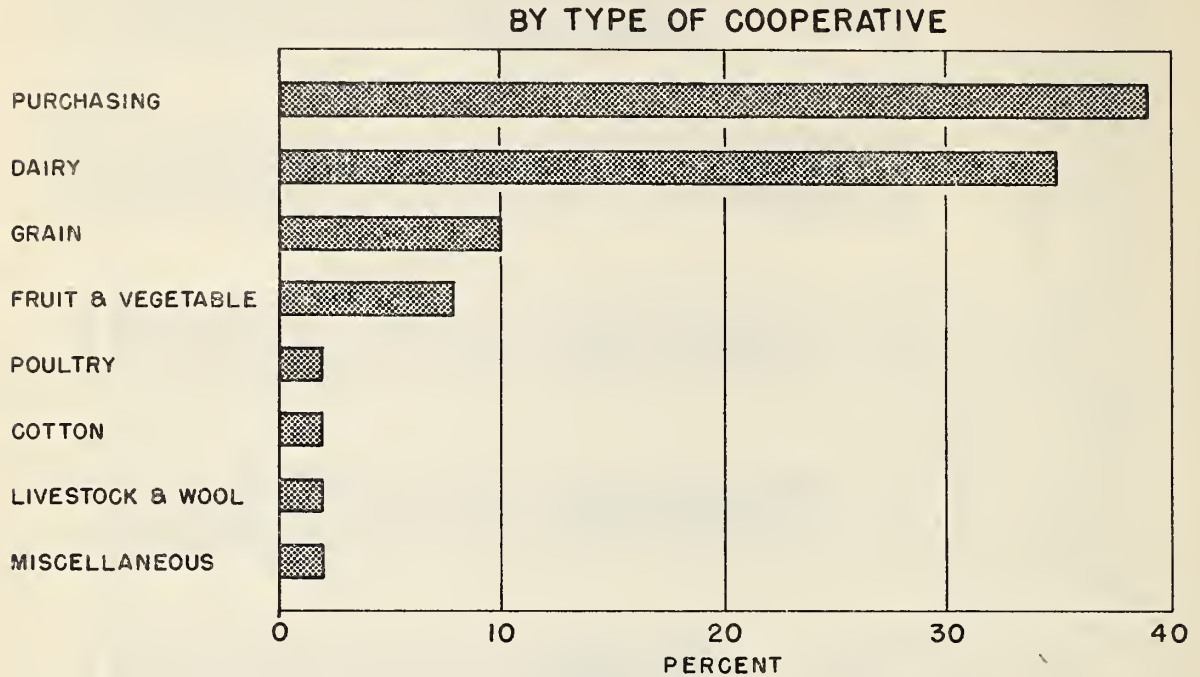
FIGURE 2

PERCENTAGE OF EACH TYPE OF COOPERATIVE REPORTING NUMBER OF MOTORTRUCKS OWNED OR LEASED, MARCH 31, 1951



^{1/} INCLUDES SERVICE ASSOCIATIONS, ASSOCIATIONS HANDLING COMMODITIES NOT OTHERWISE SPECIFIED AND THOSE HANDLING SEVERAL COMMODITIES.

FIGURE 3
PERCENTAGE DISTRIBUTION OF MOTORTRUCKS[▲]



[▲] AS REPORTED OWNED OR LEASED BY 4,987 ASSOCIATIONS, MARCH 31, 1951

This type of equipment accounted for the greatest percentage of trucks reported by each type of cooperative varying from a low of 53 percent of the total for purchasing cooperatives to a high of 86 percent for both livestock and wool and dairy cooperatives.

Twenty-one percent of the total trucks reported were straight tank trucks and eight percent were truck-tractors. Purchasing cooperatives reported the greatest percentage of straight tank trucks, 38 percent. Cotton cooperatives showed the greatest percentage of truck-tractors, 29 percent.

The high percentage of straight tank trucks reported by grain cooperatives is attributed to the petroleum distributing activities of some elevators. Petroleum, as well as other farm supplies, is purchased for members by these associations.

SIZES OF TRUCKS

Figure 4 shows by manufacturers' rated capacity⁴ and type of truck the percentage of trucks owned or leased by 4,987 cooperatives reporting as of March 31, 1951. Appendix tables 2 and 3 give more detailed information on types and sizes of trucks, by type of cooperative.

Fifty-six percent of the total trucks reported were 1 1/2 tons or less with only five percent five tons or over. Half of the straight tank trucks were 1 1/2 tons or less and 64 percent of the other straight trucks were 1 1/2 tons or less. Seventy-seven percent of the truck-tractors were 2 1/2 tons or over with only five percent 1 1/2 tons or less (figure 4). As shown in table 2 in the appendix one-third of the straight trucks, other than tank or truck-tractors, were 1 1/2 tons. Seventeen percent were 3/4 ton and under.

The percentage of trucks in four size categories varied somewhat among the different types of cooperatives (figure 5). The percentage of trucks having a manufacturers' rated capacity of 1 1/2 tons and under varied from a high of 71 percent for miscellaneous and 70 percent for fruit and vegetable cooperatives to a low of 29 percent for livestock and wool cooperatives. The percentage in the over 1 1/2-ton but less than 2 1/2-ton class varied from a high of 39 percent for poultry cooperatives to a low of 18 percent for both the miscellaneous and fruit and vegetable cooperatives. The greatest percentage (10 percent) of trucks in the 5 ton and over size category was reported by the poultry cooperatives.

⁴Manufacturers' rated capacity is a more or less arbitrary rating which does not necessarily describe the load that can be carried safely or lawfully. Many trucks carry loads beyond the rated capacity without damage to the vehicles and without exceeding the legal limits for gross weight. Manufacturers' rated capacity was used for vehicle size breakdown in this survey because most truck owners are familiar with the term.

FIGURE 4

PERCENTAGE OF MOTORTRUCKS OWNED OR LEASED, BY MANUFACTURERS' RATED CAPACITY AND TYPE OF TRUCK, AS REPORTED BY 4,987 COOPERATIVES, MARCH 31, 1951

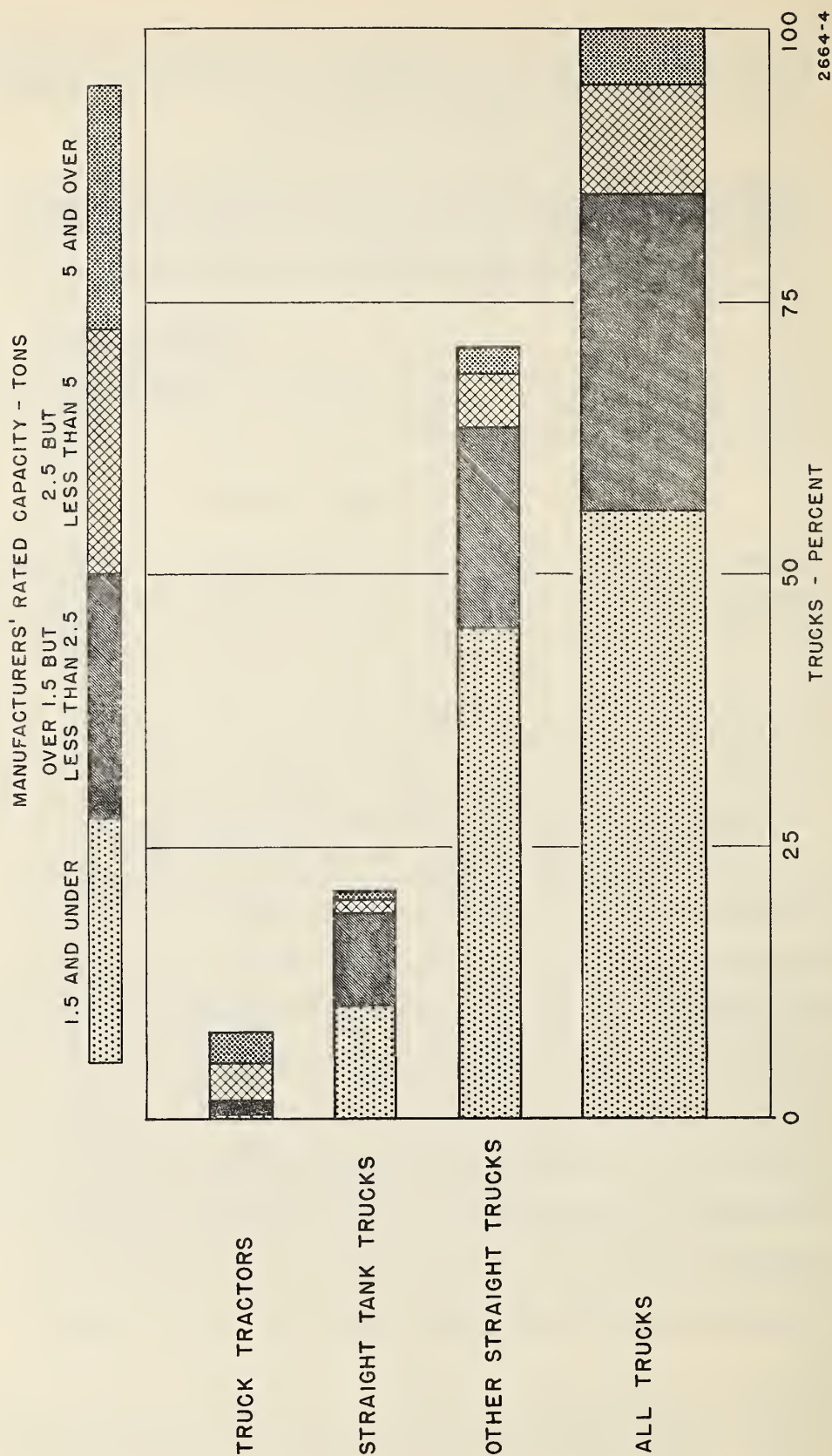
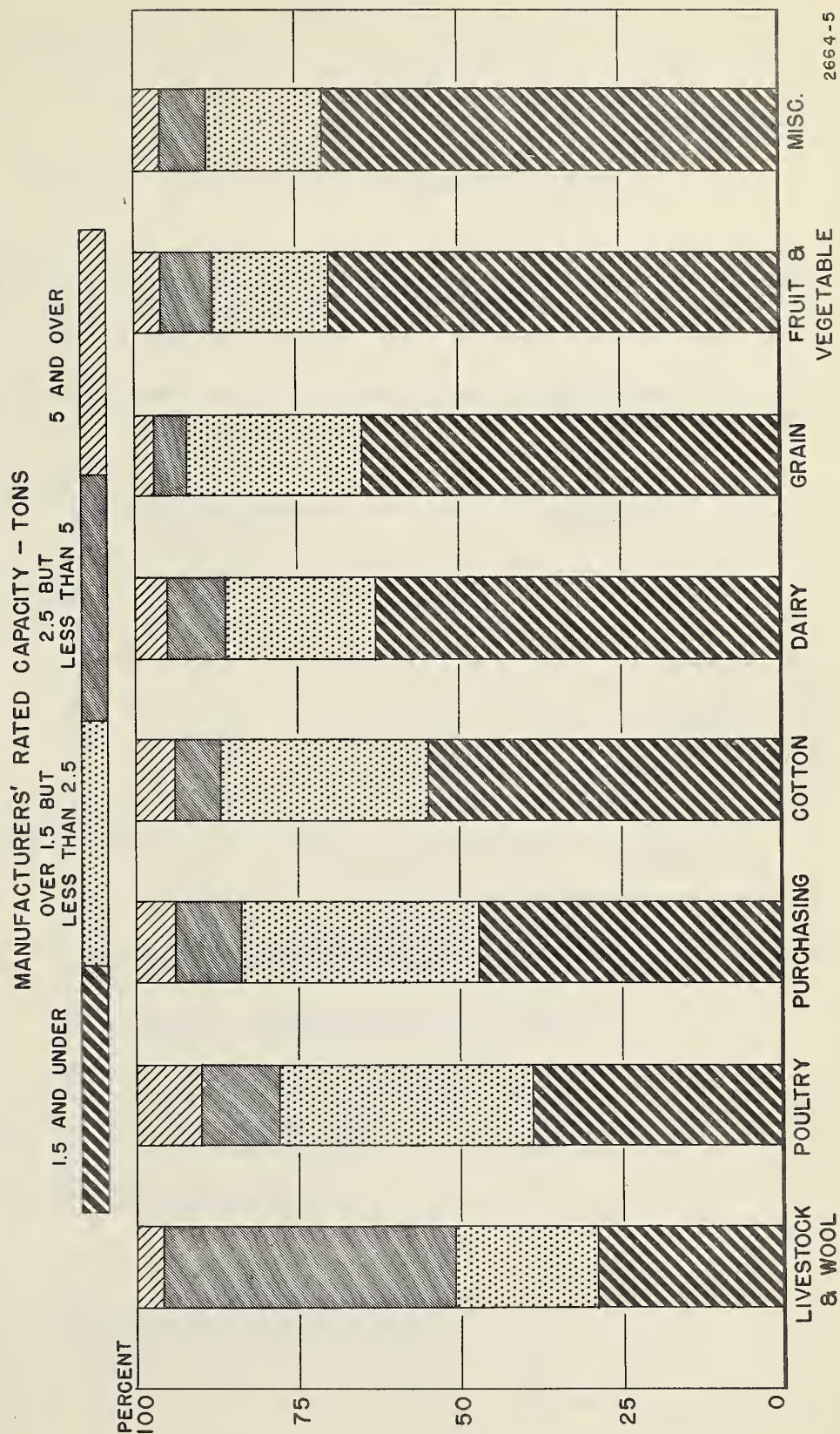


FIGURE 5

PERCENTAGE OF MOTORTRUCKS OWNED OR LEASED BY
MANUFACTURERS' RATED CAPACITY AND TYPE OF CO-OP.,
AS REPORTED BY 4,987 COOPERATIVES, MARCH 31, 1951



The major portion of the cooperatives' private trucking consists of local, short-haul operations. This, no doubt, accounts for the low percentage of large trucks which are not readily adapted to local pick-up and delivery operations or movements from fields to local concentration points.

SPECIALIZED AND NON-POWER HAULING EQUIPMENT

Two percent of all trucks reported were mechanically refrigerated. Only one percent of the total was diesel powered (table 2). Two percent of all trucks in the Pacific Region were diesel powered, which made it first among the six regions with this type of power unit.

Table 2. - *Percentage of motortrucks that were mechanically refrigerated or diesel powered*¹

Region	Mechanically refrigerated	Diesel
	Percent	
North Atlantic-----	1	(2)
North Central-----	2	(2)
South Atlantic-----	3	1
South Central-----	2	1
Mountain-----	3	1
Pacific-----	3	2
United States-----	2	1

¹As reported by 4,987 cooperatives, March 31, 1951.

²Less than 0.5 percent.

TRAILERS AND SEMITRAILERS

The percentage of cooperatives reporting trailers and semitrailers, by type of cooperative and size of fleet as of March 31, 1951, is shown in table 3. Only 10 percent of the cooperatives reported that they owned or leased trailers and semitrailers. Seven percent reported fleets of one or two with the remaining three percent reporting fleets of three or more.

The average number of trailers and semitrailers for each 100 trucks owned or leased by the 4,987 cooperatives reporting is shown by regions in figure 6. No breakdown was made on the questionnaire between trailers and semitrailers. Full trailers are pulled by straight trucks as well as tractor semitrailer units, hence the use of the average for all power units.

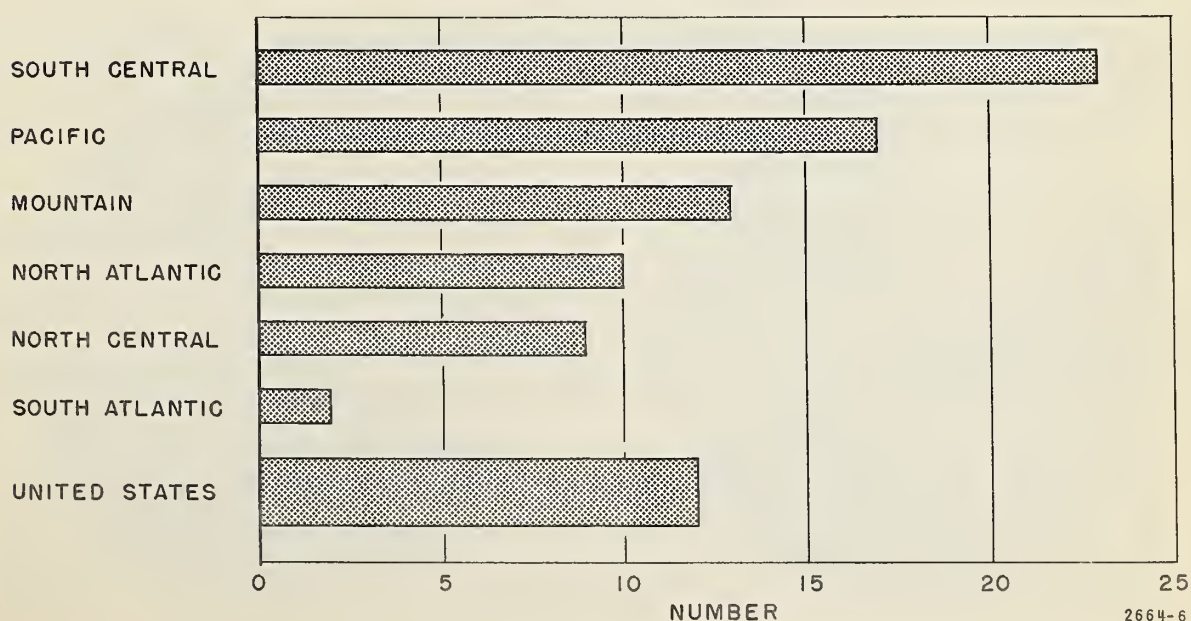
Table 3. - *Percentage of 4,987 cooperatives reporting trailers and semitrailers, by type of cooperative and size of fleet, March 31, 1951*

Type of cooperative	Number of trailers and semitrailers					
	None	1 to 2	3 to 4	5 to 7	8 and over	Total
	Percent					
Poultry-----	80	6	5	7	2	100
Cotton-----	82	14	1	1	2	100
Fruit and vegetable--	82	6	3	4	5	100
Purchasing-----	85	11	1	1	2	100
Miscellaneous-----	91	7	1	1	-	100
Dairy-----	93	4	1	1	1	100
Grain-----	95	4	1	(1)	(1)	100
Livestock and wool---	95	4	1	-	-	100
All types-----	90	7	1	1	1	100

¹Less than 0.5 percent.

FIGURE 6

AVERAGE NUMBER OF TRAILERS AND SEMITRAILERS PER 100 TRUCKS OWNED OR LEASED BY 4,987 COOPERATIVES REPORTING, MARCH 31, 1951



The average number of trailers and semitrailers per 100 motortrucks owned or leased by the 4,987 respondents varied from a high of 23 in the South Central region to a low of two in the South Atlantic region. The average for the United States was twelve.

TRUCKS BY SIZE OF COOPERATIVE

The percentage of motortrucks owned or leased by cooperatives grouped by annual dollar volume of business for each association is shown in figure 7. Of the total trucks reported by the 4,987 cooperatives, the highest 46 percent, were owned or leased by cooperatives doing an annual business ranging between \$1/2 to \$5 million per association. The next largest group, 21 percent, was reported by cooperatives with an annual volume of business of under \$1/2 million. Sixty-seven percent of all trucks reported were owned or leased by cooperatives doing an annual volume of business of under \$5 million per association.

Cooperatives doing a volume of business above \$20 million per association annually owned or leased 35 percent of the truck-tractors. Cooperatives doing a \$1/2 to \$5 million volume had 32 percent of this type of truck, followed by the \$5 million to \$20 million class with 20 percent; and the under \$1/2 million class the remaining 13 percent.

The greatest percentage of straight tank trucks, 40 percent, were owned or leased by cooperatives doing a \$1/2 million to \$5 million business annually, followed by cooperatives in the under \$1/2 million volume category with 33 percent of the total being straight tank trucks. Thirteen percent were reported by cooperatives in the above \$20 million volume category.

Two-thirds of the other straight trucks, which accounted for 71 percent of all trucks reported, were owned or leased by associations doing less than a \$5 million business a year. Fifteen percent were reported by associations doing more than a \$20 million yearly business.

Figure 8 shows the percentage of total trucks owned or leased, by annual dollar volume of business, for the various types of cooperatives. Poultry, cotton and purchasing cooperatives, with 35, 30 and 26 percent respectively, showed the greatest percentage of trucks owned or leased by the large associations in the above \$20 million volume category. The other 5 types of cooperatives showed relatively few or no trucks owned or leased by cooperatives in this dollar volume category.

Miscellaneous cooperatives reported 61 percent of their trucks were owned or leased by the smaller associations doing an annual volume of business of less than \$1/2 million annually. This group was followed by cotton and purchasing cooperatives with 37 and 28 percent respectively, owned or leased by associations in the less than \$1/2 million a year class.

FIGURE 7
 PERCENTAGE OF MOTORTRUCKS OWNED OR LEASED
 BY TYPE OF TRUCK AND ANNUAL DOLLAR VOLUME
 OF BUSINESS, AS REPORTED BY 4,987 CO-OPS.
 MARCH 31, 1951

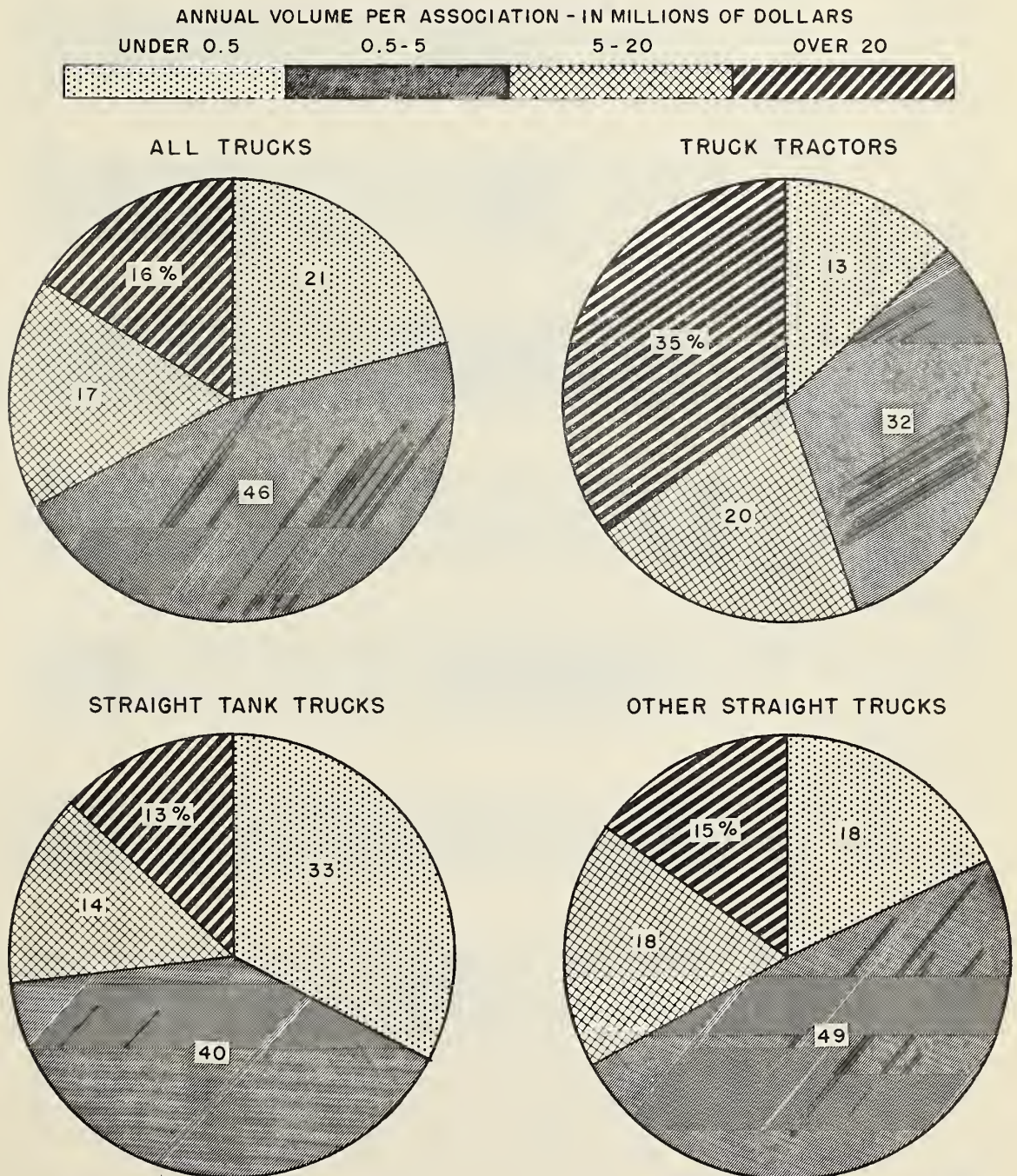
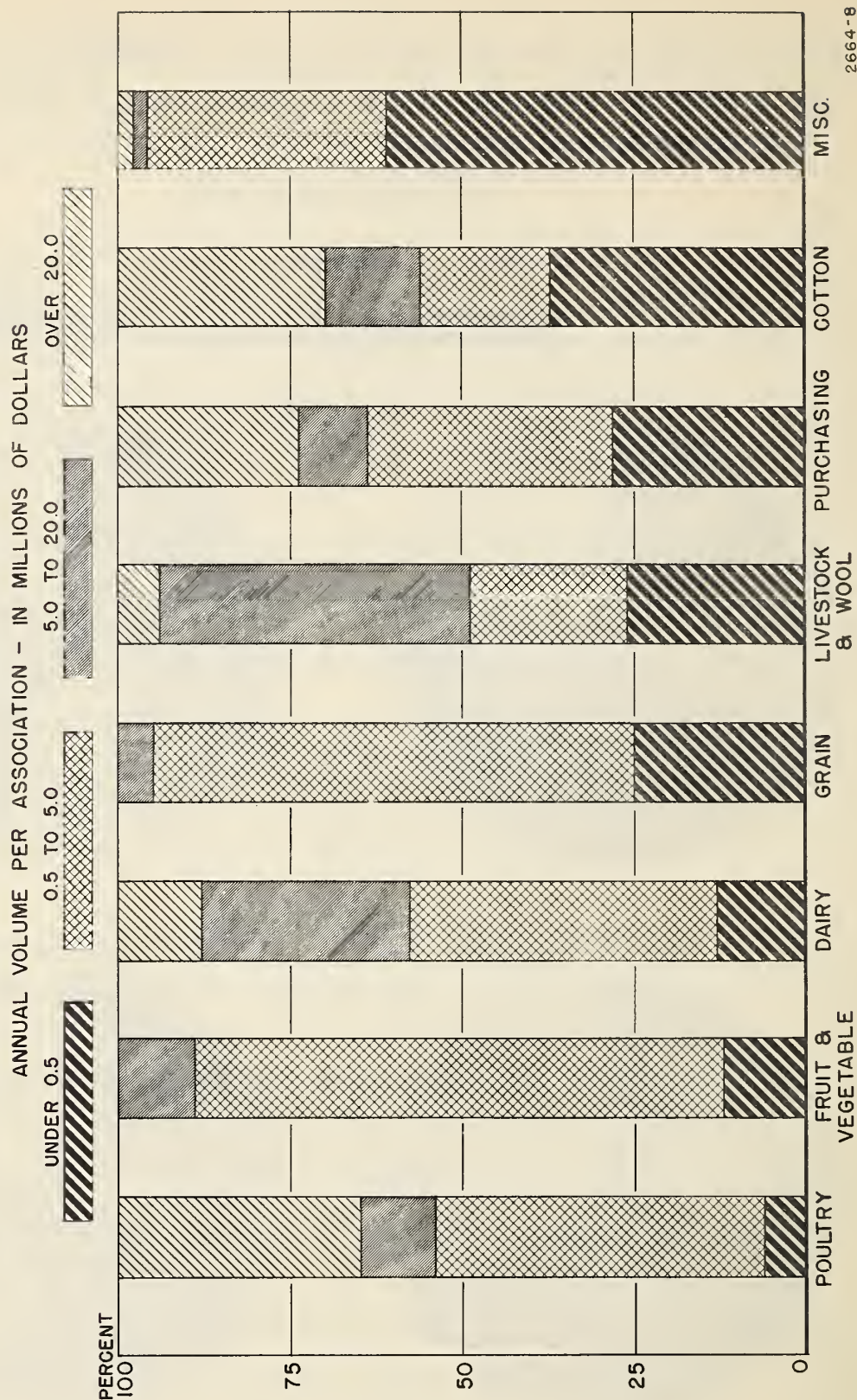


FIGURE 8
 PERCENTAGE OF TOTAL MOTORTRUCKS OWNED OR LEASED,
 BY ANNUAL DOLLAR VOLUME OF BUSINESS, BY TYPE OF
 COOPERATIVE REPORTING, MARCH 31, 1951



AVERAGE NUMBER OF TRUCKS PER ASSOCIATION

There appears to be a relationship between size of cooperative and number of trucks owned or leased for most types of cooperatives (table 4). With some exceptions--notably grain, fruit and vegetable, and miscellaneous cooperatives -- the average number of trucks per association increased as the dollar volume of business increased.

The degree to which the average number of trucks per association increases with increased size of cooperative depends to a great extent on the kind of service performed by the association. Some large cooperatives--particularly sales or bargaining associations--do no actual physical handling of goods and consequently have little use for trucks.

Table 4. - Average number of motortrucks¹ per association, by type of association and dollar volume of business, March 31, 1951

Type of cooperative	Average for all associations	Average number of trucks per association with volume of				
		Under \$1/2 million	\$1/2 million to \$1 million	\$1 million to \$5 million	\$5 million to \$10 million	\$10 million and above
Poultry-----	6	1	2	7	5	90
Fruit and vegetable--	4	1	3	14	11	2
Dairy-----	4	1	4	12	28	90
Purchasing-----	4	2	6	12	50	104
Grain-----	2	1	1	4	13	3
Cotton-----	1	1	1	2	28	18
Livestock and wool---	1	(2)	1	1	3	11
Miscellaneous-----	1	1	2	2	-	1
All types-----	3	1	3	8	21	44

Figures are rounded to nearest whole number.

¹Based on the estimated total number of trucks owned or leased by cooperatives.

²Less than one half.

Some cooperatives in the \$10 million and above class show an extremely high average number of trucks per association. Many of the organizations in this dollar volume category are regional associations. These were treated as one association although they may have reported for as many as 200 local member or affiliated associations or branches. In centralized cooperatives, the trucks are generally owned by the overhead association. The local member associations in many federated type cooperatives own and operate their own equipment. Consequently these factors should be borne in mind in using the averages shown in the table for the large associations.

Poultry cooperatives showed the highest over-all average number of trucks per association (6 trucks) followed by purchasing, dairy, and fruit and vegetable with 4 trucks per association. Livestock and wool, cotton and miscellaneous cooperatives, with one truck per association, had the lowest over-all average.

"OVER THE ROAD" VERSUS LOCAL HAULS

Table 5 shows the percentage of cooperatives reporting "over the road" service, by the approximate percent of total truck miles that were of this type. Over 83 percent of the cooperatives reported none. Two percent of the respondents did not indicate the percentage of "over the road" operations. Of the 15 percent reporting such operations, one-third reported up to 25 percent and another one-third reported 75 to 100 percent of their operations were "over the road."

Poultry cooperatives reported the highest "over the road" operations, 32 percent. They were followed by purchasing cooperatives with 21 percent. Only eight percent of the fruit and vegetable and livestock and wool cooperatives reported such operations.

The table indicates that the majority of cooperatives operate trucks primarily for local hauling. Most of these operations consist of local pick-up and delivery operations and primary movements from field to local concentration points. The relatively higher percentage of "over the road" operations for poultry cooperatives is due in part to the purchasing activities carried on by those associations. Hauling of feed, poultry equipment, and other supplies contributes substantially to such mileage by their own trucks. Purchasing cooperatives with the next highest mileage perform a type of service which requires the use of trucks "over the road." Distributing petroleum, feed, and other farm supplies necessitates hauls other than local or primary movements.

Table 5. - Percentage of 4,987 cooperatives reporting by approximate percent of total truck miles that were "over the road,"¹ March 31, 1951²

Type of cooperative	Reported none	Not reported	Up to 25 percent	25-50 percent	50-75 percent	75-100 percent	Total
Percent							
Fruit and vegetable----	91	1	3	1	1	3	100
Livestock and wool----	91	1	2	1	1	4	100
Dairy-----	89	2	4	1	1	3	100
Grain-----	84	2	5	3	2	4	100
Miscellaneous-	83	2	4	2	3	6	100
Cotton-----	79	1	3	1	3	13	100
Purchasing----	76	3	8	3	4	6	100
Poultry-----	66	2	6	6	10	10	100
All types	83	2	5	2	3	5	100

¹"Over the road" trucking operations were defined in the questionnaire as: hauls other than local pick-up and delivery and movements from fields to local concentration points.

²Based on the twelve-month period ending March 31, 1951.

APPENDIX A

Table 1. - Estimated number of cooperatives, number and percentage reporting, number and percentage reporting motortrucks, by State and region, March 31, 1951

State and region	Estimated number of associations 1950 ¹	Associations reporting		Associations reporting trucks	
		Number	Percent	Number	Percent
Maine-----	25	13	52	6	46
New Hampshire-----	11	5	46	5	100
Vermont-----	37	22	60	6	27
Massachusetts-----	38	23	61	10	44
Rhode Island-----	4	3	75	2	67
Connecticut-----	32	12	38	7	58
New York-----	391	87	22	18	21
New Jersey-----	63	24	38	14	58
Pennsylvania-----	178	70	39	42	60
North Atlantic-----	779	259	33	110	43
Ohio-----	305	190	62	155	82
Indiana-----	159	89	56	77	87
Michigan-----	233	128	55	107	84
Wisconsin-----	869	450	52	191	42
Illinois-----	578	278	48	162	58
Minnesota-----	1,271	760	60	402	53
Iowa-----	715	420	59	230	55
Missouri-----	280	123	44	105	85
North Dakota-----	562	291	52	82	28
South Dakota-----	302	171	57	79	46
Nebraska-----	419	213	51	120	56
Kansas-----	333	180	54	110	61
North Central-----	6,026	3,293	55	1,820	55
Maryland ² -----	63	19	30	9	47
Delaware-----	13	1	8	-	-
Virginia-----	126	42	33	19	45
West Virginia-----	46	13	38	1	8
North Carolina-----	46	17	37	17	100
South Carolina-----	21	8	38	2	25
Georgia-----	76	22	29	9	41
Florida-----	107	46	43	34	74
South Atlantic-----	498	168	34	91	54
Kentucky-----	81	19	24	6	32
Tennessee-----	109	41	38	18	44
Alabama-----	66	24	36	16	67
Mississippi-----	134	48	36	21	44
Arkansas-----	114	47	41	21	45
Louisiana-----	57	21	37	14	67
Oklahoma-----	201	104	52	46	44
Texas-----	559	270	48	145	54
South Central-----	1,321	574	44	287	50
Montana-----	180	87	48	49	56
Idaho-----	124	34	27	34	100
Wyoming-----	24	11	46	5	46
Colorado-----	113	31	27	17	55
Utah-----	77	19	25	10	53
Nevada-----	7	-	-	-	-
New Mexico-----	30	14	47	10	71
Arizona-----	14	5	36	5	100
Mountain-----	569	201	35	130	65
Washington-----	202	123	61	85	69
Oregon-----	148	83	56	51	61
California-----	492	286	58	142	50
Pacific-----	842	492	58	278	57
United States---	10,035	4,987	50	2,716	54

¹From data compiled annually by the Cooperative Research and Service Division, FCA.²Includes District of Columbia.

APPENDIX A

Table 2. - Percentage distribution of cooperatively owned or leased motortrucks by manufacturers' rated capacity¹

Type of cooperative	Truck-tractors					Straight trucks					Other				
	Truck-tractors					Straight trucks					Other				
	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total
Purchasing-----	2	12	51	35	100	45	45	7	3	100	21	26	34	7	100
Dairy-----	10	16	33	41	100	54	33	7	6	100	13	34	22	9	100
Grain-----	3	24	38	35	100	60	33	4	3	100	22	39	25	3	100
Fruit and vegetable-----	3	14	45	38	100	83	16	1	-	100	16	57	19	3	100
Poultry-----	3	11	44	42	100	24	40	36	-	100	14	27	44	5	100
Cotton-----	11	56	18	15	100	77	18	-	5	100	24	46	24	2	100
Livestock and wool-----	11	22	48	19	100	63	37	-	-	100	5	22	21	47	100
Miscellaneous-----	11	32	25	32	100	64	30	3	3	100	30	37	15	6	100
Total-----	5	18	42	35	100	50	41	6	3	100	17	34	26	7	100

¹As reported by 4,987 associations, March 31, 1951.²Less than 0.5 percent.Table 3. - Percentage distribution of motortrucks by type of cooperative¹

Type of cooperative	Truck-tractors					Straight trucks					All trucks				
	Truck-tractors					Straight trucks					All trucks				
	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total	Over 1 1/2 tons and under 2 1/2 tons	Over 1 1/2 tons but less than 2 1/2 tons	2 1/2 tons and over	5 tons and over	Total
Purchasing-----	19	29	52	42	43	63	76	71	61	68	25	38	27	39	39
Dairy-----	41	19	17	26	22	16	12	17	29	15	45	35	49	42	35
Grain-----	4	9	6	7	6	11	8	7	8	10	11	10	3	6	10
Fruit and vegetable-----	7	10	13	13	12	7	2	1	-	4	11	7	4	1	8
Poultry-----	3	3	5	6	5	(2)	1	4	-	1	2	5	2	6	2
Cotton-----	18	25	4	3	8	1	(2)	-	1	1	2	2	1	2	2
Livestock and wool-----	4	2	2	1	2	1	(2)	-	-	(2)	1	2	13	3	2
Miscellaneous-----	4	3	1	2	2	1	1	(2)	1	1	3	1	1	1	2
Total-----	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

¹As reported owned or leased by 4,987 associations, March 31, 1951.²Less than 0.6 percent.

APPENDIX B
FARM CREDIT ADMINISTRATION
IN COOPERATION WITH
BUREAU OF AGRICULTURAL ECONOMICS
UNITED STATES DEPARTMENT OF AGRICULTURE

SCHEDULE ON MOTOR VEHICLE FREIGHT OPERATION BY FARMERS' COOPERATIVES

1. _____
(Name of Association) (Address)

2. a. Did your association (including subsidiaries, branches, etc.) operate any trucks owned or leased as of March 31, 1951: Yes____No____; If "no", go to question 8 and return schedule to us.

b. Please list names and addresses of subsidiaries, branches, etc., for whom you are reporting. Use extra sheet if necessary: _____

3. Number of trucks and truck-tractors owned or leased as of March 31, 1951:

TYPE OF EQUIPMENT	MANUFACTURERS' RATED CAPACITY						TOTAL
	3/4 TONS AND UNDER	OVER 3/4 TONS BUT LESS THAN 1½ TONS	1½ TONS	OVER 1½ TONS BUT LESS THAN 2½ TONS	2½ TONS BUT LESS THAN 5 TONS	5 TONS AND OVER	
Straight truck:				(Number)			
Tank bodies							
Other bodies							
Truck-tractors							

4. Number of trailers and semitrailers owned or leased, as of March 31, 1951:

Tank _____

Other _____

5. How many units have mechanical refrigeration? _____

6. How many power units are diesel? _____

7. During the last 12 months, were any of your trucking operations "over-the-road"? i.e., hauls other than local pick-up and delivery and movements from fields to local concentration points. Yes____No____; If "yes", about what percentage of your total truck miles were "over-the-road." _____

8. Data supplied by:

Signed _____
(Name of Individual)

(Title)



